2019

Issaquah Olde Town and Transit Parking Study

Study commenced August 2018, completed December 2018, and presented to the Issaquah City Council January 14, 2019.

Contents

Executive Summary

On July 18, 2016 the City Council directed staff to develop a proposal within two years to create additional parking capacity in Olde Town. During the December 13, 2017 budget work session, Council approved funding for a parking enforcement pilot program. Staff initiated a study August 2018 to inform a potential parking enforcement pilot program and, in general, to explore ways to increase parking capacity.

The 2018 parking study sought to clarify parking usage within Olde Town and areas adjacent to the two transit centers and develop management strategies that increase efficient use of current parking resources. Staff enlisted Fehr & Peers and IDAX Data Collection to evaluate parking spillover, on-street supply, and whether more intensive parking management or new parking supply is warranted for the City of Issaquah.

Study results indicate transit parkers do not create a parking shortage near the transit centers or in Olde Town. However, in Olde Town, several blocks near the intersection of Sunset Way and Front Street are heavily utilized for much of the day and could warrant more parking information or management strategies. Costs for implementation of these Olde Town parking information/management options range from a modest investment in staff time with minor outreach and signage costs, to a more cost-intensive program requiring $197,000 initially and $167,000 in gross annual ongoing costs.

This memo outlines this study's methodology, parking best practices, data collection and analysis results, and relevant parking management strategies. Attachments provide further detail on existing parking supply, utilization, turnover, and other parking metrics, as well as pertinent parking management strategies to address high parking utilization.

Staff requests that Council evaluate findings and provide feedback on the options presented as well as next steps.

Summary of Key Data Collection Results

- Issaquah Transit Center
  - The garage is full but the Tibbetts Valley Park lot on the west side only fills to 60% of capacity.
  - Parking on Mall Street is moderately used, but not by transit patrons.
- Highlands Park & Ride
  - The garage is full, but there is plenty of on-street parking available (occupancy peaks at 65% on weekdays and 47% on weekends).
- Olde Town (Business District)
  - Parking peaks at 62% across all dates and times. Parking is always available in Olde Town, but not in the core areas (near Front Street/Sunset Way) during busy times.
  - About 80% of parkers stay for less than three hours, the remainder are likely City and business employees.
- Violations
  - Violations rates observed during data collection are low—about five per day in Olde Town and 10 per day in the Highlands.

Project Background

Parking concerns have existed in Issaquah for years, particularly in the Olde Town area where a mix of businesses, residences, and attractions strain the limited on-street parking resources. This study follows previous parking assessments, including:

1. 1998 Downtown Parking Utilization Study
2. 2012 Downtown Parking Utilization Study
3. 2017 Central Issaquah Parking Analysis

The previous Downtown Parking Utilization Studies identified that Downtown (Olde Town) generally has ample parking with specific blocks that are highly utilized. The Central Issaquah Parking Analysis was undertaken to validate and/or refine multifamily minimum parking requirements in the Central Issaquah area, amid concerns new multifamily apartments were providing inadequate off-street parking. The Central Issaquah Parking Analysis found multifamily projects are providing adequate off-street parking and that people tend to park on-street because it is more convenient.

This current study provides a more in-depth data collection and analysis of parking both in Olde Town and near the Issaquah Transit Center and Highlands Park & Ride garages. Although the 2012 study reported hot spots of high utilization with approximately 40% of overall stalls available on average, there was some concern among residents and Council that the data collection was not as thorough as necessary to provide a complete picture of the parking situation in Olde Town.

Additionally, parking near the transit garages had not been studied by the City previously. As transit usage has increased over the past few years, and with the transit parking garages consistently filling by 9 AM, there were concerns transit patrons were parking on-street both around the transit garages and in Olde Town, placing pressure on already limited on-street parking supply.

The desired outcome of this study was a strong, data-based evaluation of whether an on-street parking shortage exists near the transit centers and in Olde Town, or if there are other systemic parking violations/issues in these areas. Staff would also develop a comprehensive set of parking management, supply, and/or parking enforcement options if a parking shortage or set of issues emerge.

Parking Management

Parking management varies greatly between jurisdictions based on parking supply, demand levels, tolerance for pricing, and other local values. On the most intensive end of the spectrum is a comprehensive system of paid parking, time limits, residential parking permits, loading zones, managed by extensive enforcement. Cities like Seattle, Tacoma, Kirkland, and Everett have extensive parking management, metering, and permitting requirements in downtown areas.

A moderate approach to parking management often consists of time limited parking and full-time enforcement officers in downtown areas such as Bellevue, Redmond, Bothell, Renton, and Kent. These areas lack parking meters, tend to have more off-street parking supply, and have less demand for on-street parking.

Low-management typically involves a request-based enforcement strategy that places low priority on parking enforcement using existing patrol officers. This approach is utilized in Federal Way, Des Moines, Lynnwood, and Issaquah. Note that nearly all cities in the Puget Sound region adopt this strategy in lower-density areas of their communities.

While there is not an industry-defined threshold when more intensive parking management strategies are warranted, there are some commonalities when jurisdictions tend to implement a higher level of management. A common target is to encourage parking turnover in mixed-use commercial areas when the on-street parking occupancy exceeds 85% for several hours on a typical weekday. Focus is to ensure people with short-term parking needs (store patrons, people seeking government or professional services) are prioritized over long-term parking (residents parking cars all-day or multiple days, employees parking for extended hours).

Typically, cities implement parking management strategies when several adjacent blocks exceed 85% threshold or if an entire downtown/business district that has high occupancy. In other words, some cities implement parking management when an overall area reaches 85% occupancy, while others start managing parking when key areas reach 85% occupancy.

There are positives and negatives to increasing parking management. Benefits include maximizing the number of people who can use a limited public resource. This encourages increased cultural and economic activity. Customers, visitors, employees, residents, and commuters appreciate a structure that simplifies decision-making and expectations. When the parking system lacks order, frustration increases, creating a negative perception of the area and uncertainty about whether a return trip is worth the trouble.

Negative aspects of parking management start with enforcement costs as well as potential aesthetic and character impacts from the signage necessary to display time limits and other parking regulations.

Parking management is often controversial. Some argue it is unnecessary, or makes a location feel like it is becoming a "big city." Others argue there is a large problem, parking is too far away/difficult to find, and management is long overdue.

Several questions should be considered when determining what level of parking management is right for Issaquah:

1. What conditions create the need for parking management in Issaquah?
2. What is stakeholder sentiment regarding their parking experience?
3. How do parking management strategies fit within the vision for and character of Olde Town and other areas in Issaquah?
4. How does parking management rank among community issues prioritized for the next 3 – 5 years?
5. What resources are available to initiate and support parking management efforts?

In addition to parking management options for high utilization areas, the parking study also evaluated the potential for increased parking supply briefly summarized in the *Other Citywide Considerations* section at the end of this memo.

Parking Study Summary

The Study focused resources on a robust data collection and analysis effort to capture a range of parking conditions and areas. Three different areas were evaluated:

1. Olde Town (downtown business district)
2. Issaquah Transit Center and Tibbetts Valley transit parking areas, and Mall Street on-street parking
3. Highlands Park & Ride and surrounding on-street parking

The study included parking data collection and analysis, community outreach in the form of 27 stakeholder meetings; surveys of transit riders, Senior Center patrons, and City employees; a project website; an online open house; research on how other communities are managing their parking; and parking management strategy development. The main questions addressed in the study are as follows:

1. What are existing parking conditions in the study areas?
2. What parking management strategies are appropriate for Issaquah?
3. What ramifications arise from each strategy?

Figure 1: Olde Town Study Area

Figure 2: Issaquah Transit Center Study Area

Figure 3: Highlands Study Area

Data Collection

Field Data

A robust data collection effort was completed to ensure that parking data was consistent, extensive, and reliable. Data was collected across all three study areas on four dates:

- Sunday, August 19
- Wednesday, August 22
- Wednesday, September 19
- Saturday, September 22

The dates selected included low-activity days and those with higher community calendar activity and included before school began and while it was in session. Data was collected from 7AM-7PM each day by trained data collectors using a smartphone application that ensured accuracy and increased data quality. Collection days were selected to represent "typical" conditions when there were no special events. Data collection also included days with and without Village Theater activities to understand the influence of that particular land use.

Several types of parking data were collected, including inventory of how many spaces are in each study area, hourly occupancy counts, duration data to determine how long vehicles are parked for, and parking violations. In addition, three separate field visits were conducted to confirm that the findings were generally reflected on other weekdays and weekends in October.

Surveys

Several surveys were conducted as part of data collection. Overall, 713 people were surveyed.

- Transit riders at the park & ride garages (420 responses)
- Transit riders at the Sunset Way bus stop adjacent to City Hall (76 responses)
- Senior Center patrons (137 responses)
- City Employees (80 responses)

Findings

Field Data

In Olde Town approximately 60% of all parking is occupied during peak hours each day. This level of parking occupancy is similar to what was observed in the 2012 Parking Study.

Certain blocks near the Sunset Way/Front Street intersection have little or no parking available, while outer areas of Olde Town always had available parking. The highest occupancy hour across all dates is shown below, when 62% of Olde Town parking was used. Figure 4 shows a common occupancy pattern during the busiest part of the day with the core of Olde Town having several blocks with occupancies exceeding 90% (which are effectively fully utilized). During this time outlying areas with on-street parking were less than 60% occupied. The library garage was also included in the data collection program, given it is technically publicly available parking.

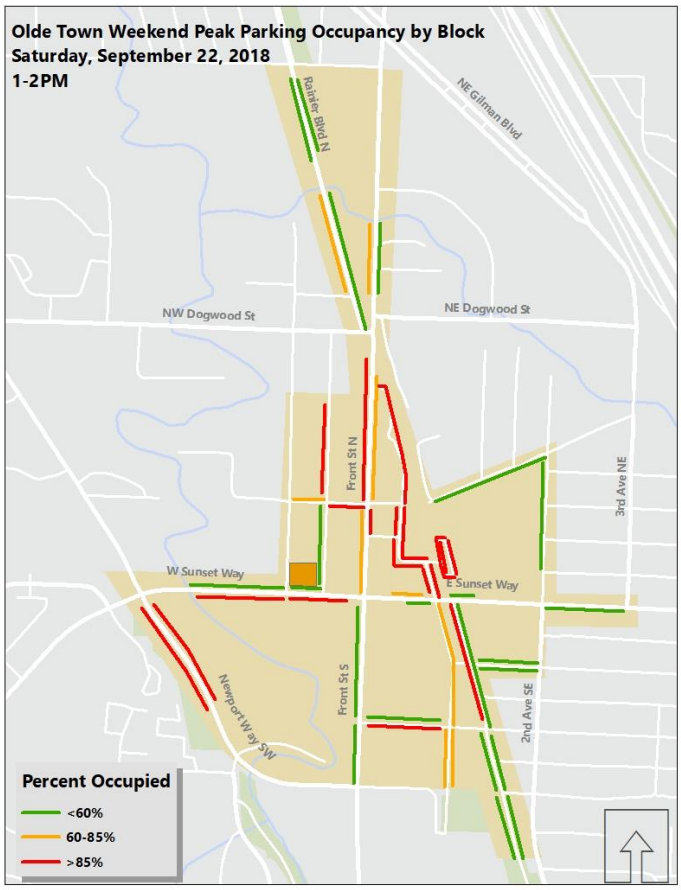

Figure 4: Peak Parking Utilization on Saturday September 22, 2018

Figure 5 shows how parking utilization in Olde Town varies by time of day and on weekdays versus weekends. Both Saturdays and weekdays had similar overall utilization rates, although peak utilization was midday on Saturday and in the evening on weekdays. This pattern is very common of commercial areas with an entertainment focus (restaurants, bars, theatres). Sunday had a slightly lower utilization rate, although the peak utilization was midday, similar to Saturday.

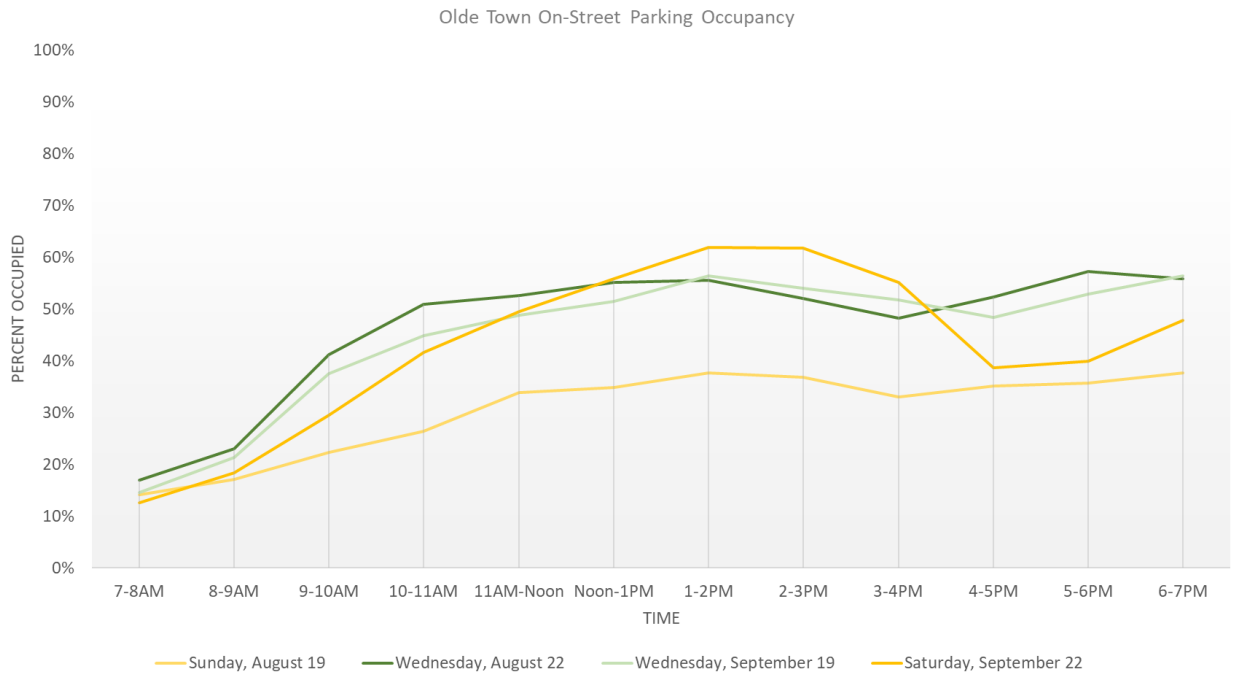

Figure 5: Parking Utilization in Olde Town by Time of Day

In addition to total parking utilization, parking turnover was also evaluated. About 80% of vehicles were parked for three hours or less on weekdays, and 85% on weekends. On weekdays, about 10% or 100 vehicles were parked for more than six hours.

Little or no transit parking spillover was observed in the Issaquah Transit Center study area. The parking garage regularly fills to capacity, but availability of on-street parking is limited near the Transit Center. Some transit parkers utilize the Tibbetts Valley Park/Park & Ride West lot, which does not fill to capacity. Additional transit capacity is available in the Tibbetts Valley East parking lot, which has very few transit parkers.

Transit spillover is more difficult to observe near the Highlands, but field and survey observations indicate most of the long-term on-street parking near the Highlands park & ride is related to adjacent residential and business uses. Outside of the highly-utilized park & ride garage, there is abundant

parking available in the Highlands, both in off-street lots and on-street. Figure 6 summarizes the on-street parking occupancy by time of day and day of week in the Highlands.

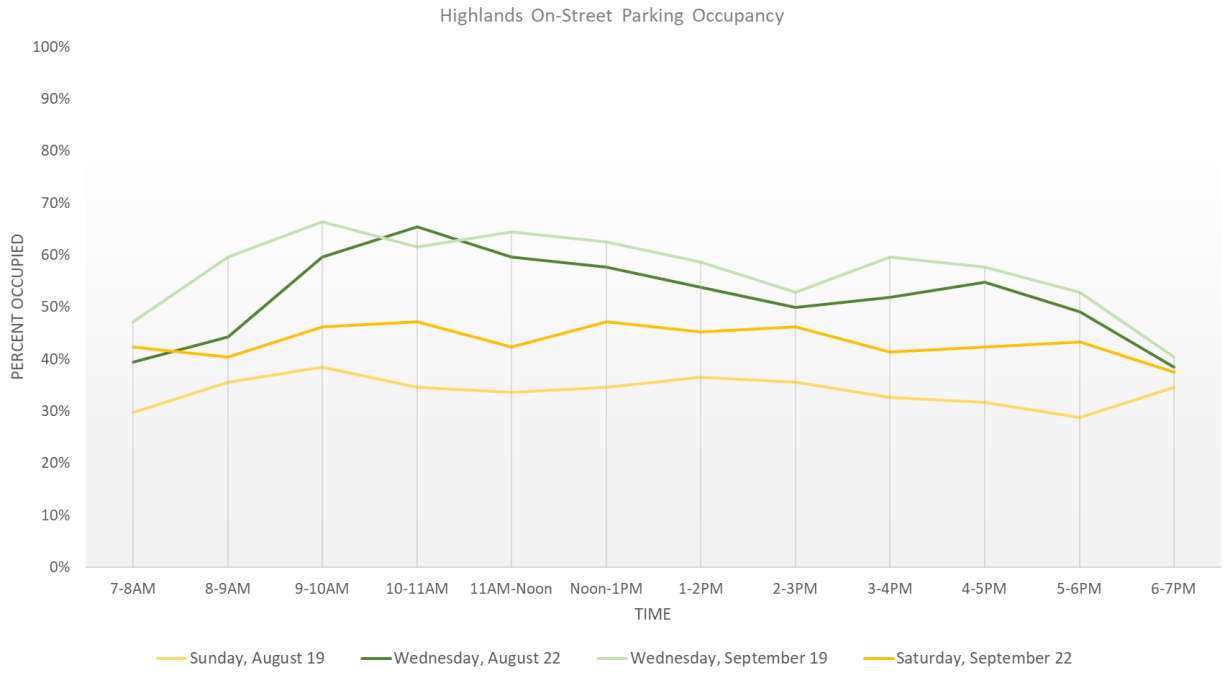

Figure 6: On-Street Parking Occupancy in the Issaquah Highlands

Parking violation rates were low across all study areas. An average of two vehicles were parked in front of fire hydrants in Olde Town each day, while three vehicles parked too close to an intersection during the four-day collect effort. In the Highlands, an average of seven vehicles parked in front of a fire hydrant and one to two vehicles parked too close to a crosswalk each day. No other violations were recorded.

Field Data Summary

Overall, data collection results convey:

- Olde Town has abundant parking supplies overall, but the core area around the Sunset Way/Front Street intersection has high utilization from about 11 AM to 7 PM on weekdays and weekends
- Transit patrons do not tend to park on-street around the transit centers or in Olde Town
- There is not an on-street parking shortage around the Highlands park & ride
- While there is limited on-street parking supply near the Issaquah Transit Center, there generally are parking spaces available on Mall Street; the Tibbets Valley parking lots are not fully utilized on typical weekdays

Appendix A has detailed maps and charts of all the parking data collected as part of this study.

Surveys

The transit surveys reached over 500 riders. Findings demonstrated that two percent (six people) parked on-street instead of within a transit agency-owned parking facility. Nine percent (seven people) of the people surveyed at the Sunset Way bus stop parked on-street. Most riders at the Sunset Way bus stop walked/wheelchaired to the stop (70%).

Based on the surveys, if users could not find space in the park & rides, the primary backup plan was to drive to another park & ride that fills up later. These findings reflect similar surveys that King County Metro conducted earlier this summer across the entire park-and-ride network. In other words, most transit patrons do not park on-street to catch a bus.

Most patrons (76%) drive and park near the Senior Center. About 42% of Senior Center patrons reported having to park more than a block away from the Center and several survey comments noted the need for more lighting along Creek Way, more ADA accessible parking, and more parking for the Center in general.

The City employee survey demonstrated that almost 90% of staff drive alone, which is typical for suburban work sites with free parking. About 70% reported they park immediately in front of their destination. Comments included difficulty finding parking midday (e.g., people leaving for a meeting and returning might need to park a few blocks away) and the need for more lighting and fenced/gated parking for the police lot. Note that the police parking lot is signed to prohibit public parking. Further, it is best practice to have a secure parking facility for police department fleet and police staff personal vehicles.

Appendix B contains the results of all surveys, as well as public comments received by City Staff.

Other Communities

Research into how other Puget Sound communities manage their parking resources provided valuable information. In cities with extensive parking restrictions (street sweeping, residential permit zones, extensive time limits, parking meters), parking enforcement is typically a revenue generator (Seattle, Tacoma, and Everett). For cities with moderate sized enforcement programs, the systems break even (Bellevue, Redmond, and Kirkland). For cities with small enforcement programs (Federal Way, Des Moines, and Lynnwood), the systems cost more to enforce than they bring in revenue. Discussions with Seattle, Bellevue, and Redmond provided further information on how their enforcement programs are implemented and the costs associated with each type of program. Details will be summarized in the full project report.

Appendix C provides additional detail on interviews with Diamond Parking, Bellevue, and Redmond.

Seattle

Seattle enforces parking with a large staff of parking enforcement officers. While parking enforcement is included in the police department, parking officers are civilians instead of sworn officers. Seattle's program includes large paid parking areas with pay by phone and parking kiosks on each block. Numerous regulations are enforced, including loading zones, passenger pick-up zones, time limits, paid parking, RPZ restrictions, etc. Seattle's parking meter and enforcement program brings in a substantial amount of revenue each year.

Bellevue

Bellevue uses Diamond Parking to enforce time limits and other parking infractions in downtown and pays $107,000 per year for the contract. Enforcement hours are Monday-Saturday from 7AM-6PM. Court costs vary, but the City estimated approximately one-third of the infraction fee of $44 goes to court costs, while the rest goes to the City. In 2016 Bellevue updated its municipal code parking regulations. The changes reflect more stringent regulations coupled with strict enforcement. In a one-month sample, 380 warnings and 490 infractions were written. Parking enforcement outside of downtown is handled on a complaint-based system using City employees.

Redmond

Redmond also enforces their downtown time limits with Diamond Parking. Enforcement hours are Monday-Friday from 9AM-5PM. The city sells a monthly permit for $50 that allows parkers to exceed the time limit on certain extended time blocks that generally have lower parking utilization. The permits were intended to balance the needs of short-term and long-term parkers downtown. Permit revenue roughly offsets the enforcement costs, so the program breaks even. Diamond provides customer service for parking permits and infractions. Citation revenue is directed to cover court costs and the City does not receive any revenues from citations. However, there are few infractions in Redmond since the City first gives out a warning about improper parking.

From January to September 2017, 893 warnings and 206 infractions were written, at an enforcement cost of $109,000. In 2017, 2,413 monthly permits were sold, with about 124 infractions. Earlier this year, License Plate Reader technology was implemented to enhance enforcement. Diamond provides all vehicle and related enforcement technology.

Parking Management Options

Based on the results of the data collection and analysis, options for parking management are presented below. When reviewing these options, consider questions presented earlier in this memo:

1. What conditions create the need for parking management in Issaquah?
2. What is stakeholder sentiment regarding their parking experience?
3. How do parking management strategies fit within the vision for and character of Olde Town and other areas in Issaquah?
4. How does parking management rank among community issues prioritized for the next 3 – 5 years?
5. What resources are available to initiate and support parking management efforts?

Transit Parking Areas

Parking management strategies in the Issaquah Transit Center and Highlands study areas are less intensive due to the availability of on-street parking and the fact that transit patrons do not tend to park on-street. In the Transit Center area, potential strategies are as follows:

- Provide education about the East lot to better leverage Tibbetts lots' availability for transit parking. Long-term use of these City-owned lots for transit parkers should consider the likelihood of greater park usage with the forthcoming master-planning effort for Tibbetts Valley Park.
- Educate businesses and enforce existing Issaquah Code requirements that prevent long-term storage of vehicles on Mall Street.
- Monitor changes in how Sound Transit manages their parking garage (including forthcoming solo driver parking permits) and reassess if parking spillover changes. Request that Sound Transit share any data collection that occurs before and after permit parking is enacted.

For the Highlands study area, the following strategies were developed:

- Consider signing or painting curbs in front of more frequently blocked fire hydrants
- Monitor on-street parking utilization data collection every other year
- Consider time limits if parking is routinely over 85% full for several hours a day
- Discuss employee parking with businesses in conjunction with any strategy implementation
- Monitor changes in how King County Metro manages this parking garage (including forthcoming solo driver parking permits) and reassess if parking spillover changes. Request Metro share any data collection that occurs before and after permit parking is enacted.
- Monitor changes in how King County Metro manages this parking garage (including forthcoming solo driver parking permits) and reassess if transit patron parking spillover is observed. Request that Metro share any data collection that occurs before and after permit parking is enacted.

Olde Town

Two options were developed to provide more parking management in Olde Town. **Option 1** includes education, outreach, and signage to provide the public with information on where parking is usually available via signs, website information, and social media announcements. This option recognizes parking is busy in some locations but generally available within a three to five-minute walk of any location in Olde Town.

About 285 parking stalls were available area-wide even at the busiest hour across all four study dates. This option is relatively low cost, as the expenditures include staff time and limited signage installation and outreach. This option will not increase parking availability or include any aspects of Option 2 but will help combat the perception that parking is unavailable and work to more efficiently use existing on-street parking resources.

Option 2 would be a pilot project for installing and enforcing parking time limits at the busiest blocks in Olde Town. This option recognizes that Olde Town has adequate parking supplies, with limited parking availability in the core area. Time limits would be implemented on highest utilization blocks of Olde Town. As with any parking management program, enforcement is critical to success as regular parking users would quickly disregard time limits without a disincentive.

Time limits would cause long-term parkers (such as employees) to be pushed outside of the core area in favor of convenient short-term parking availability for visitors and customers. This will increase parking utilization in the blocks just outside of the time-limited areas, including the immediate residential area.

Figure 7 shows a map of the blocks that would be most appropriate for time limits. Parking enforcement could be performed on a contract basis (approximately $197,000 initial costs plus $167,000 per year) or in-house (approximately $368,000 initial costs plus $139,000 per year). Contracted cost estimates do not include potential parking citation revenues, while neither include ancillary costs of staff time, court processing costs, and legal counsel to initiate and manage a parking enforcement program. Additionally, time limits would require numerous signs be placed in Olde Town, which could affect the aesthetic character of the area.

Online Open House

An Online Open House, which included data collection results (attachment B), was conducted to gauge community support for each of these options. A total of 227 responses were received, with a mix of residents (37), employees (40), and customers/visitors (123). Overall, respondents supported Option 1, while not supporting Option 2. The lack of support for Option 2 was most pronounced when the community was asked whether "spending city resources on parking management and enforcement in Olde Town is a high priority."

Figure 7: Proposed Time Limit and Displacement Blocks

Other Options for Olde Town

Staff classified **Options 1 and 2** for the sake of simplicity to evaluate community sentiment during the Online Open House. After reviewing data collection findings and survey results, staff outlined additional options for Council's consideration. Each option bears unique trade-offs and may be implemented individually or in tandem with the two primary options outlined above.

3. **Wait and Evaluate**. Based on parking study findings, no pressure points have been identified in Olde Town or areas adjacent to the Park and Rides that create the need for immediate parking management. Council could delay action and in two years, deploy the same data collection methodology and re-evaluate parking management in 2021.
4. **Public/Private Partnerships.** City staff could work to encourage more efficient use of built-out parking assets privately-owned in areas adjacent to highly utilized parking. Staff would identify private parking lots and work with local businesses to encourage private lots transition to public use outside regular business hours. The City could encourage and educate private lot owners on the options available to them and coordinate collective efforts for a single payment method and enforcement system. This would maintain private parking during business hours but allow visitors and customers to pay for parking during lower utilization times, providing a new revenue source and more convenient parking for those willing to pay. New pay-by-phone options makes the cost of establishing paid private parking much lower.
5. **Targeted Enforcement around Municipal Facilities.** Council may consider creating higher parking space turnover in areas with close access to public facilities off Sunset Way. Staff could place targeted time limit signage and enforcement in public spaces adjacent to City Hall, the Municipal Court, Senior Center and playground. Three-hour time limits address most visits to these areas. This would limit the scope of enforcement, but also shift employee parking to outlying areas. Furthermore, staff would have to create and manage a daily permitting system for visitors parking for more than three-hours (i.e. seniors and municipal court visitors), which by nature dilutes the effectiveness of creating time limits to begin with.

Other Considerations

Several citywide considerations apply regardless of which parking management strategies are implemented.

A. **Municipal Code:** Most parking regulations in the Issaquah Municipal Code were last updated in 1986. Issaquah would benefit from a municipal code update – specifically Chapter 10.28 Parking Regulations – to reflect Council's direction on parking management strategies that result from the 2018 parking study.
B. **Violation Costs:** Whether increased enforcement is implemented or not, the cost of a violation could be increased from the current rate of $26 to $40-60. This would align with other jurisdictions in the Puget Sound, and provide a greater incentive to follow parking regulations. The increased fees also cover some of the City's cost of issuing citations since court fees generally consume all current violation revenues.
C. **ADA Accessible Parking Spaces:** Several survey and open house responses noted the lack of ADA accessible parking availability near the Senior Center and Municipal Court. Additional ADA accessible parking would also be needed if time limits are implemented, to avoid displacing those who may not be able to walk further to non-time limited spaces.
D. **Evaluate Lighting near Parking Areas:** Several survey respondents noted it is difficult to traverse from parking to their destination in areas with low-levels of lighting. An evaluation by City staff could determine areas where additional street lighting may be needed. Key areas identified by the surveys included the area around the Senior Center and the parking areas along Rainier Avenue.
E. **Wayfinding:** There are currently a handful of signs that point to less obvious parking locations in Olde Town. However, these signs are easy to miss and may not be aesthetically pleasing. Wayfinding for parking should be evaluated as part of a larger citywide wayfinding plan, scheduled for 2019. Including information on the City's website, the Chamber's website and the Downtown Issaquah Association website about which areas of Olde Town typically have on-street parking availability is also a low-cost way of making it easier for people to visit the area.
F. **Facility Space Study:** The City is working with a consultant to assess municipal work space throughout the city. Actions resulting from this effort to consolidate work space may involve municipal parking and should be considered as parking management strategies in Olde Town are being evaluated.
G. **Monitoring:** The parking availability in Olde Town will likely decrease over time as the region continues to grow and more residents and visitors patronize areas businesses. Parking counts should be conducted every two to three years to determine when more extensive parking management strategies should be implemented.
H. **Paid Parking:** Paid parking could be implemented if time limits are not effective in providing one to two stalls of available parking per block. Paid parking would likely be revenue neutral due to acquisition, operations, and maintenance costs. However, if the extent of Issaquah's managed parking area grows to other densifying areas like the Highlands or Central Issaquah, this could be a

revenue-generator in the long-term. One way that cities help to garner support for paid on-street parking is a commitment that parking revenues go to improve transportation facilities, support beautification, or cultural programs in areas with paid parking.

I. **Parking and Business Improvement Area:** Businesses and multifamily properties in Olde Town could pursue a special assessment district to fund expanding public parking supply, parking enforcement, and streetscape improvements. This mechanism requires 60% of owners to approve the district.

J. **Structured Parking:** While some survey and open house respondents have suggested that more parking supply should be built in the form of publicly-owned structured parking as a stand-alone use (e.g., not part of another development or land use), this would require a large investment of taxpayer dollars that would likely never be repaid even with parking charges.

   Structured parking can cost from $20,000 up to $100,000 per parking stall depending on land acquisition costs, the height or depth of the structure, the number of stalls provided, and other architectural considerations such as screening. While a municipal parking structure would increase supply, it would be difficult to site in a location that would provide convenient parking access to all of Olde Town. More parking on one end of Olde Town would be similar to existing parking that is available with a walk to the destination. Note the existing library garage is generally below 85% utilization despite being centrally located.

K. **Residential Parking:** There is some risk of parking displacement into residential areas surrounding the commercial core if time limits are implemented. To alleviate concern of spillover into residential areas, the City could put the framework in place for neighborhood-initiated Residential Parking Zones (RPZs). RPZs can be managed in a variety of ways, but at a base level, these programs ensure that parking is available for residents by placing parking restrictions on those without a residential permit.

   There is a cost associated with creation, administration, and enforcement of an RPZ program, in addition to impacts from additional signage. Interviews with Seattle staff strongly encouraged that RPZ permit costs be set at a level to cover the program administrative costs to limit the financial exposure of the City if this is enacted.

L. **New Off-Street Supply:** It should be noted that new development in Olde Town is required to provide dedicated off-street parking per the City's land use code. There currently are, however, parking provisions in Olde Town that reduce the total number of stalls required. For example, there is a general 15% reduction in the number of required stalls to incentivize development in the downtown core. There is also no additional parking required for changes in use and additions of less than 10% of current gross floor area. It is expected that new development will generally increase the overall parking supply although new parking will not be for public use unless the land owner chooses to allow for paid or unpaid public parking. With new parking supply, there will be less pressure on the existing on-street supply.

Conclusion

The parking studied clarified there is capacity in the parking supplies within Olde Town on the whole. On-street parking around the Sunset Way/Front Street intersection is highly utilized, creating the perception of limited parking when spaces are accessible within a 3 – 5-minute walk of the Olde Town core. Of the 227 people who participated in the online open house, respondents mostly agreed this is a reasonable walk to arrive to their destination.

Transit patrons do not tend to park on-street around the transit centers or in Olde Town, nor is there a capacity issue with on-street parking around the Highlands park & ride. While there is limited on-street parking supply near the Issaquah Transit Center, there are generally parking spaces available on Mall Street. The Tibbets Valley West lot never peaked at 64% occupancy during the data collection effort.

Staff looks forward to Council's review, feedback on the options presented, and direction moving forward.

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